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## 1. Radar Installations

a. General

During the course of April and May 1952 the former Standard Telephone Factory, which is now called Beloiannis Factory, delivered 24 shipguiding radar installations to the Soviet Delivery Commission. These radar installations were manufactured in cooperation with the factory Egysült 1220 and the experimental station of the Hungarian Post Office (Magyar Posta Kísérleti Allomas). The Soviet Delivery Commission inspected the first installation on 28 March 1952 in Balatonkenese. Three technicians and five electro-technicians from the Standard factory were sent to the Soviet Union to mount the radar installations, which were transported on the Danube from the free port of Csepel.

b. Technical details of the radar installations:

Type Number: HGuF.

The rotating radiating aerial of the installation is mounted on an 18 m. high tower. The transmitting and receiving apparatus is connected over a long-distance conduit. The evaluation station is placed approximately 70 m. from the tower. This installation works on the 3-cm. wave-length, duration of the impulse 0.2 micro-seconds, maximum output 22-30 kW. Magnetron is built into the transmitting installation and Klystron into the oscillator of the receiving apparatus. The screen diameter of the cathode ray valves is 18 cm. The operative distances are 5 km., 2 km., and 1.4 km.

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2. Ambulance-trains

At present 4 ambulance-trains for the Soviet Union are being assembled in the Pestszentlőrinc concern for railroad-car construction and repairs. The chassis and frames were produced in the MAVAG factory in Budapest and in the railroad-car factory in Győr. Each ambulance-train consists of 12 four-axle Pullman coaches (ambulance coaches), one operation and medicine coach, one kitchen and store coach, and one coach for the personnel, i.e. a total of 15 coaches. The ambulance coaches are divided into compartments for one, two, or four patients. 6 of the 12 coaches have hip-baths and showers. An electric installation for the production of current for the kitchen and the store is built into the kitchen and store coach. All coaches are fitted with air-conditioning installations. The coaches are built to run on Soviet broad-gauge railways. The assembly work is always controlled by the Soviet commissions.

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